



The China Mail

ESTABLISHED 1840

No. 15,358

第二千五百三十八號

HONGKONG, FRIDAY, JULY 12, 1912

壬子年六月初九日

PRICE, 28.00 Per Month

WATSON'S PRICKLY HEAT POWDER.

Is prepared according to the prescription of a celebrated physician (an eminent authority on tropical ailments) and it embodies the latest ideas on the treatment of this distressing complaint.

Very Effective and Highly Recommended.

A. S. WATSON & Co., Ltd.
THE HONGKONG DISPENSARY.

POPULAR ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

Mitsui Bussan Kaisha.
Hongkong, January 3, 1912.

THE NEW CABINET MINISTER.

The Honour for Sir R. Isaacs.

The following official announcement was issued from 10, Downing Street, at telegraphed by Reuters on June 11:—"The King has been pleased to approve the appointment of the Right Hon. Sir Rufus Isaacs, K.C.V.O., K.C., to be a member of his Majesty's Cabinet."

This is a remarkable distinction for Sir Rufus Isaacs, as hitherto the Law Officers of the Crown, although they have been members of the Ministry, have not been members of the Cabinet. In modern times the 'Cabinet' always included the First Lord of the Treasury, the Lord Chancellor, the President of the Council, the Lord Privy Seal, the five Secretaries of State, the Chancellor of the Exchequer, and the First Lord of the Admiralty. Others, such as the Postmaster-General, the First Commissioner of Works, the President of the Board of Trade, the Chancellor of the Duchy of Lancaster, the Chief Secretary of Ireland, and a few of the other members of the Ministry, are also usually, though not necessarily, members of the Cabinet, which generally consisted from sixteen to twenty members.

The rise of Sir Rufus Isaacs since 1910 has been rapid. He was made Solicitor-General, then Attorney-General, and knighted all within that year. In parliamentary circles the new distinction is regarded as a well-deserved personal compliment. It is well known that during the past two years Sir Rufus Isaacs has shared in the confidence of Ministers to a degree unusual for the law officers of the Crown, and the part he played in the settlement of the railway and coal strikes in association with leading members of the Cabinet will be always recalled.

He has been the member for Reading since 1904.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

NEW. It is a medicine preparation have been with the modern success that has attended the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. The Chamberlain's Colic and Diarrhoea Remedy is a small, white, sugar-coated pill, which is always ready to hand in a wide variety of cases. For sale by all Chemists and Grocers.

Business Notices.

FOR SALE.

New Anchors and Chains,
Ship's Twin Telegraph,
Set of Marine Engines,
One Steam Launch, Pumps & Injectors.
W. S. Bailey & Co., Ltd.

TELEGRAM

Received on 11. 11. 11. from LONDON

We beg to inform you ROYAL WARRANT AWARDED

our Company for Milk.



CONDENSED MILK.
MILKMAID STERILIZED NATURAL MILK.
EVAPORATED CREAM.

On Sale at All Stores.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 13th JULY.

8.00 A.M. 'HEUNGSHAN.' 8.00 P.M. 'HONAM.'

12.00 P.M. 'HONAM.' 5.00 P.M. 'KINSHAN.'

SUNDAY, 14th JULY.

10.00 P.M. 'FATSHAN.' 4.00 P.M. 'HONAM.'

HONGKONG-MACAO LINE.

S.S. 'SUI TAI,' Tons 1601. S.S. 'SUI AN,' Tons 1651.

HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 14th JULY.

The Company's Steamship 'SUI AN,'

will depart from the Company's WING LOK STREET WHARF at 9 A.M.

Departure from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. 'HOI-SANG,' 487 Tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 2 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE SINGAPORE STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. 'SAINAM,' 588 Tons, and S.S. 'NANNING,' 555 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 8 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers 'LINTIAN' and 'SAKUI.' These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor),

Opposite the Bate Pier.

CHEN KWONG & CO., LD.

GENERAL IMPORT & EXPORT.

CANTON'S LARGE

WHOLESALE & RETAIL

STORE.

FURNITURE, Carpets, Groceries, Boots and Shoes, etc.

Makers of Jewellery, Lacquerware, Crochery, Wax, Ironmongery, Wine and Spirits.

Foreign Clothes for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable prices.

The Cheapest and Best place in Canton to buy Groceries and Foreign Goods.

—RUE PAT. 200, SINGAPORE.

No. 1406, CANTON.

Canton, Aug. 1, 1911.

SINGON & CO.

ESTABLISHED A.D. 1880

IRON, STEEL, METAL AND HARD-WARE MERCHANTS.

Wholesale and Retail Ironmongers, Pig Iron and Foundry Castings, General Storekeepers and Shipchangers.

No. 45 and 47 of Hing Loong Street, (near Street, West St., Central Market) Telephone No. 515.

Hongkong September 4, 1909.

124

124

124

124

124

124

124

124

Business Notices.

PRICKLY HEAT REMEDIES.

VICTORIA PRICKLY HEAT LOTION
The only Safe and Certain Cure. 50 Cts. and \$1.00 per bottle.
VICTORIA PRICKLY HEAT POWDER
Gives Immediate Relief. 50 Cts. and \$1.00 per tin.
IMPROVED LAVENDER TALCUM POWDER
Antiseptic and Soothing. 45 Cents per tin.
VICTORIA CARBOLIC SOAP
Specially recommended by the Medical Faculty for all forms of Prickly Heat and Skin Irritation.

THE VICTORIA DISPENSARY.

(Opposite the Clock Tower) QUEEN'S ROAD CENTRAL.

MASSEY'S COMMERCIAL MAP & DIRECTORY.

NOW COMPILING

Advertisers and Residents:
HEADS OF BUSINESS HOUSES,
PROFESSIONAL MEN,
SECRETARIES OF CLUBS,
MANAGERS OF HOTELS,
PRINCIPALS and MATRONS of HOSPITALS,
and ALL RESIDENTS are requested to send in full particulars.

NAME.....
ADDRESS.....
TELEPHONE NUMBER.....
CABLE ADDRESS.....
FOR FREE INSERTION, To..... K. A. MASSEY,
33, KING EDWARD HOTEL, 1141

Hongkong, February 12, 1912.

THE LEEDS FORGE CO., LD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.
Pioneers in the design and manufacture of
PRESSED STEEL UNDERFRAMES AND BOGIES AND ALL-STEEL
RAILWAY WAGGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China

The Taikoo Dockyard and Engineering

(Co. of Hongkong, Ltd.)

AGENTS, BUTTERFIELD & SWIRE.

Hongkong, October 3, 1911.

123

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

LA CARTE GRILL ROOM.

196

J. H. TAGGART, Manager.

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

Open to the South Winds in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Terms—From \$5 per day (Meals). Telephone Add. "Peak" 11.

Town Office, 4, Des Voeux Road.

Hongkong, February 8, 1908.

GRAND HOTEL

NO. 2, QUEEN'S ROAD CENTRAL

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European management. Situated in the most central position.

Large and airy Rooms. Luxuriously furnished. Electric Light and Fan throughout.

Unusually advantageous of the latest pattern.

OUTSIDE UNDER EUROPEAN SUPERVISION.

Ladies Attendants in Rooms. Special rates for married families or application to the Manager.

CHARGE MODERATE

F. BRUCHMANN, Proprietor.

Telephone No. 171. TELEGRAMS, ADDRESS "COMPTON," HONGKONG.

Hongkong, November 10, 1909.

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

in Casks of 275 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS

Annual Clearance Sale

FAIRALL & CO.

MONDAY, JULY 1st, 1912

Special bargains in all Department

Dresses and all Goods at

wonderfully low prices.

Ladies Walking & Evening Shoes at less than cost

2, PEDDER STREET. Telephone 644

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

123

Watson's Specialities

Pyeris

Sparkling Mineral Water.

Dry Ginger Ale

Most refreshing and palatable.

Stone Ginger Beer

Brewed from the finest Jamaica Ginger.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

THE

NEW MODEL

'MOUTRIE'

Overstrung Piano.

Price \$450.

A Liberal Discount

Given for Cash.

GUARANTEED FOR FIVE YEARS.

MOUTRIE & CO., LD.

Hongkong, April 16, 1907

Powell's

TELEPHONE 346.

INEXPENSIVE WASHING

BRETONNES

NEW AND EXCLUSIVE DESIGNS

LACE & MUSLIN CURTAINS.

BRISE-BISE

& VITRAGE

BLINDS.

J. M. Powell, Ltd.

FURNISHING DEPARTMENT.

THE CHINA MAIL

A GUIDE

MAP and

GUIDE

one to locate the center

of a typhoon.

PRINTED ON CARDBOARD AND

LIT FOR HANGING.

Price 40 Cents

THE CHINA MAIL

has always contended that Canada should, if she makes a large contribution, share in the councils of the Empire.

That this will be readily granted we do not doubt. Great Britain will not draw lessons from the history of the past to commit fresh folly in the future. The tremendous cost of the rupture with our American Colonies over the question of taxation and representation has not and never will be forgotten, and no matter what party be in power, the question of representation is a settled one. In these days, especially, when all who look to the future glory of the Empire, to its further solidity and its growing power for the good of the world, also look to all the separate parts of the Empire, not only working out their own destiny according to their needs and in the best way for their development, but also look to them taking an active interest in and being a powerful link, not in name only, but in reality, of the British Empire. That Canada realises this as much, if not more, than any of the other great Overseas Dominions and our great Colonies, has been abundantly shown from the time of Lord Durham's famous Report to the present day. On more than one occasion, Canada has shown that the feeling with which she regards her connection with the Mother Country is no superficial one, but that it rests upon a combination of sentiment and interest which is indissoluble. To many people such statements may seem to be superfluous after the many evidences of intense loyalty Canada has shown. That they are unnecessary, so far as all who know the real feeling in Canada and at home is certain; but the statements one learns from time to time regarding the hopes and ambitions of other countries make it necessary to emphasise the true relation of the great north American country in her relationship to the British Empire. Never before was Canada's desire greater in taking up her share in the solidifying of the Empire, and that she intends to be no mere figurehead, so to speak, in the great task which lies before our statesmen is evident from Mr. Borden's remarks at the Colonial Banquet the other day. With the hearty co-operation and the necessary assistance now being extended by Canada, by Australia, New Zealand and other parts of the Empire, the danger of a great war becomes daily less and less likely, and the more pleasing prospect of the British Empire, making for universal peace and becoming more and more solidified and less amenable to envious attacks, becomes more and more apparent. With this in view, all Britons will hope for the happiest of consummations, the important visit of Canada's Premier and his colleagues to London.

Canada's Premier, the Hon. Mr. BORDEN, accompanied by the Hon. Mr. HAZEN, Minister of Marine, and other of his distinguished Ministerial colleagues are, as all who take an interest in the Empire know, at present in London, conferring with His Majesty's principal advisers with reference to the defence of the Empire, particularly in relation to Canada's share of that defence. In this connection it is interesting to note what one of Canada's leading newspapers stated previously to the departure of Mr. BORDEN and his colleagues. The "Toronto News" stated:— "Germany has long counted on Canada holding aloof, and on her example leading other over-sea Dominions to do likewise. Now is the time to show the world that this is a pure delusion. "If Canada now lends the way in a big way, the War Lords of Germany may see that they cannot build battle ships against five prosperous British nations growing every day more powerful. By doing the right thing now the Ottawa Government may actually check Germany in her mad ambition. "An emergency contribution of two Dreadnoughts this year would have a powerful moral influence in Europe, especially when followed by the early working out of a permanent defence policy in league with the Imperial authorities. "There is also a growing impression in the Dominion, according to an Ottawa correspondent, that the report that the Canadian Ministers may offer to undertake the upkeep of two Dreadnoughts and auxiliary vessels in the Atlantic and the Pacific and to construct large docks is based on more than mere rumour. This plan will, it is said, at least constitute one of the emphatic proposals to be made to the Admiralty. "The Premier, Mr. BORDEN, through his advocate, Sir John Dill, has

has always contended that Canada should, if she makes a large contribution, share in the councils of the Empire.

That this will be readily granted we do not doubt. Great Britain will not draw lessons from the history of the past to commit fresh folly in the future. The tremendous cost of the rupture with our American Colonies over the question of taxation and representation has not and never will be forgotten, and no matter what party be in power, the question of representation is a settled one. In these days, especially, when all who look to the future glory of the Empire, to its further solidity and its growing power for the good of the world, also look to all the separate parts of the Empire, not only working out their own destiny according to their needs and in the best way for their development, but also look to them taking an active interest in and being a powerful link, not in name only, but in reality, of the British Empire. That Canada realises this as much, if not more, than any of the other great Overseas Dominions and our great Colonies, has been abundantly shown from the time of Lord Durham's famous Report to the present day. On more than one occasion, Canada has shown that the feeling with which she regards her connection with the Mother Country is no superficial one, but that it rests upon a combination of sentiment and interest which is indissoluble. To many people such statements may seem to be superfluous after the many evidences of intense loyalty Canada has shown. That they are unnecessary, so far as all who know the real feeling in Canada and at home is certain; but the statements one learns from time to time regarding the hopes and ambitions of other countries make it necessary to emphasise the true relation of the great north American country in her relationship to the British Empire. Never before was Canada's desire greater in taking up her share in the solidifying of the Empire, and that she intends to be no mere figurehead, so to speak, in the great task which lies before our statesmen is evident from Mr. Borden's remarks at the Colonial Banquet the other day. With the hearty co-operation and the necessary assistance now being extended by Canada, by Australia, New Zealand and other parts of the Empire, the danger of a great war becomes daily less and less likely, and the more pleasing prospect of the British Empire, making for universal peace and becoming more and more solidified and less amenable to envious attacks, becomes more and more apparent. With this in view, all Britons will hope for the happiest of consummations, the important visit of Canada's Premier and his colleagues to London.

Canada's Premier, the Hon. Mr. BORDEN, accompanied by the Hon. Mr. HAZEN, Minister of Marine, and other of his distinguished Ministerial colleagues are, as all who take an interest in the Empire know, at present in London, conferring with His Majesty's principal advisers with reference to the defence of the Empire, particularly in relation to Canada's share of that defence. In this connection it is interesting to note what one of Canada's leading newspapers stated previously to the departure of Mr. BORDEN and his colleagues. The "Toronto News" stated:— "Germany has long counted on Canada holding aloof, and on her example leading other over-sea Dominions to do likewise. Now is the time to show the world that this is a pure delusion. "If Canada now lends the way in a big way, the War Lords of Germany may see that they cannot build battle ships against five prosperous British nations growing every day more powerful. By doing the right thing now the Ottawa Government may actually check Germany in her mad ambition. "An emergency contribution of two Dreadnoughts this year would have a powerful moral influence in Europe, especially when followed by the early working out of a permanent defence policy in league with the Imperial authorities. "There is also a growing impression in the Dominion, according to an Ottawa correspondent, that the report that the Canadian Ministers may offer to undertake the upkeep of two Dreadnoughts and auxiliary vessels in the Atlantic and the Pacific and to construct large docks is based on more than mere rumour. This plan will, it is said, at least constitute one of the emphatic proposals to be made to the Admiralty. "The Premier, Mr. BORDEN, through his advocate, Sir John Dill, has

has always contended that Canada should, if she makes a large contribution, share in the councils of the Empire.

That this will be readily granted we do not doubt. Great Britain will not draw lessons from the history of the past to commit fresh folly in the future. The tremendous cost of the rupture with our American Colonies over the question of taxation and representation has not and never will be forgotten, and no matter what party be in power, the question of representation is a settled one. In these days, especially, when all who look to the future glory of the Empire, to its further solidity and its growing power for the good of the world, also look to all the separate parts of the Empire, not only working out their own destiny according to their needs and in the best way for their development, but also look to them taking an active interest in and being a powerful link, not in name only, but in reality, of the British Empire. That Canada realises this as much, if not more, than any of the other great Overseas Dominions and our great Colonies, has been abundantly shown from the time of Lord Durham's famous Report to the present day. On more than one occasion, Canada has shown that the feeling with which she regards her connection with the Mother Country is no superficial one, but that it rests upon a combination of sentiment and interest which is indissoluble. To many people such statements may seem to be superfluous after the many evidences of intense loyalty Canada has shown. That they are unnecessary, so far as all who know the real feeling in Canada and at home is certain; but the statements one learns from time to time regarding the hopes and ambitions of other countries make it necessary to emphasise the true relation of the great north American country in her relationship to the British Empire. Never before was Canada's desire greater in taking up her share in the solidifying of the Empire, and that she intends to be no mere figurehead, so to speak, in the great task which lies before our statesmen is evident from Mr. Borden's remarks at the Colonial Banquet the other day. With the hearty co-operation and the necessary assistance now being extended by Canada, by Australia, New Zealand and other parts of the Empire, the danger of a great war becomes daily less and less likely, and the more pleasing prospect of the British Empire, making for universal peace and becoming more and more solidified and less amenable to envious attacks, becomes more and more apparent. With this in view, all Britons will hope for the happiest of consummations, the important visit of Canada's Premier and his colleagues to London.

Canada's Premier, the Hon. Mr. BORDEN, accompanied by the Hon. Mr. HAZEN, Minister of Marine, and other of his distinguished Ministerial colleagues are, as all who take an interest in the Empire know, at present in London, conferring with His Majesty's principal advisers with reference to the defence of the Empire, particularly in relation to Canada's share of that defence. In this connection it is interesting to note what one of Canada's leading newspapers stated previously to the departure of Mr. BORDEN and his colleagues. The "Toronto News" stated:— "Germany has long counted on Canada holding aloof, and on her example leading other over-sea Dominions to do likewise. Now is the time to show the world that this is a pure delusion. "If Canada now lends the way in a big way, the War Lords of Germany may see that they cannot build battle ships against five prosperous British nations growing every day more powerful. By doing the right thing now the Ottawa Government may actually check Germany in her mad ambition. "An emergency contribution of two Dreadnoughts this year would have a powerful moral influence in Europe, especially when followed by the early working out of a permanent defence policy in league with the Imperial authorities. "There is also a growing impression in the Dominion, according to an Ottawa correspondent, that the report that the Canadian Ministers may offer to undertake the upkeep of two Dreadnoughts and auxiliary vessels in the Atlantic and the Pacific and to construct large docks is based on more than mere rumour. This plan will, it is said, at least constitute one of the emphatic proposals to be made to the Admiralty. "The Premier, Mr. BORDEN, through his advocate, Sir John Dill, has

has always contended that Canada should, if she makes a large contribution, share in the councils of the Empire.

That this will be readily granted we do not doubt. Great Britain will not draw lessons from the history of the past to commit fresh folly in the future. The tremendous cost of the rupture with our American Colonies over the question of taxation and representation has not and never will be forgotten, and no matter what party be in power, the question of representation is a settled one. In these days, especially, when all who look to the future glory of the Empire, to its further solidity and its growing power for the good of the world, also look to all the separate parts of the Empire, not only working out their own destiny according to their needs and in the best way for their development, but also look to them taking an active interest in and being a powerful link, not in name only, but in reality, of the British Empire. That Canada realises this as much, if not more, than any of the other great Overseas Dominions and our great Colonies, has been abundantly shown from the time of Lord Durham's famous Report to the present day. On more than one occasion, Canada has shown that the feeling with which she regards her connection with the Mother Country is no superficial one, but that it rests upon a combination of sentiment and interest which is indissoluble. To many people such statements may seem to be superfluous after the many evidences of intense loyalty Canada has shown. That they are unnecessary, so far as all who know the real feeling in Canada and at home is certain; but the statements one learns from time to time regarding the hopes and ambitions of other countries make it necessary to emphasise the true relation of the great north American country in her relationship to the British Empire. Never before was Canada's desire greater in taking up her share in the solidifying of the Empire, and that she intends to be no mere figurehead, so to speak, in the great task which lies before our statesmen is evident from Mr. Borden's remarks at the Colonial Banquet the other day. With the hearty co-operation and the necessary assistance now being extended by Canada, by Australia, New Zealand and other parts of the Empire, the danger of a great war becomes daily less and less likely, and the more pleasing prospect of the British Empire, making for universal peace and becoming more and more solidified and less amenable to envious attacks, becomes more and more apparent. With this in view, all Britons will hope for the happiest of consummations, the important visit of Canada's Premier and his colleagues to London.

Canada's Premier, the Hon. Mr. BORDEN, accompanied by the Hon. Mr. HAZEN, Minister of Marine, and other of his distinguished Ministerial colleagues are, as all who take an interest in the Empire know, at present in London, conferring with His Majesty's principal advisers with reference to the defence of the Empire, particularly in relation to Canada's share of that defence. In this connection it is interesting to note what one of Canada's leading newspapers stated previously to the departure of Mr. BORDEN and his colleagues. The "Toronto News" stated:— "Germany has long counted on Canada holding aloof, and on her example leading other over-sea Dominions to do likewise. Now is the time to show the world that this is a pure delusion. "If Canada now lends the way in a big way, the War Lords of Germany may see that they cannot build battle ships against five prosperous British nations growing every day more powerful. By doing the right thing now the Ottawa Government may actually check Germany in her mad ambition. "An emergency contribution of two Dreadnoughts this year would have a powerful moral influence in Europe, especially when followed by the early working out of a permanent defence policy in league with the Imperial authorities. "There is also a growing impression in the Dominion, according to an Ottawa correspondent, that the report that the Canadian Ministers may offer to undertake the upkeep of two Dreadnoughts and auxiliary vessels in the Atlantic and the Pacific and to construct large docks is based on more than mere rumour. This plan will, it is said, at least constitute one of the emphatic proposals to be made to the Admiralty. "The Premier, Mr. BORDEN, through his advocate, Sir John Dill, has

has always contended that Canada should, if she makes a large contribution, share in the councils of the Empire.

That this will be readily granted we do not doubt. Great Britain will not draw lessons from the history of the past to commit fresh folly in the future. The tremendous cost of the rupture with our American Colonies over the question of taxation and representation has not and never will be forgotten, and no matter what party be in power, the question of representation is a settled one. In these days, especially, when all who look to the future glory of the Empire, to its further solidity and its growing power for the good of the world, also look to all the separate parts of the Empire, not only working out their own destiny according to their needs and in the best way for their development, but also look to them taking an active interest in and being a powerful link, not in name only, but in reality, of the British Empire. That Canada realises this as much, if not more, than any of the other great Overseas Dominions and our great Colonies, has been abundantly shown from the time of Lord Durham's famous Report to the present day. On more than one occasion, Canada has shown that the feeling with which she regards her connection with the Mother Country is no superficial one, but that it rests upon a combination of sentiment and interest which is indissoluble. To many people such statements may seem to be superfluous after the many evidences of intense loyalty Canada has shown. That they are unnecessary, so far as all who know the real feeling in Canada and at home is certain; but the statements one learns from time to time regarding the hopes and ambitions of other countries make it necessary to emphasise the true relation of the great north American country in her relationship to the British Empire. Never before was Canada's desire greater in taking up her share in the solidifying of the Empire, and that she intends to be no mere figurehead, so to speak, in the great task which lies before our statesmen is evident from Mr. Borden's remarks at the Colonial Banquet the other day. With the hearty co-operation and the necessary assistance now being extended by Canada, by Australia, New Zealand and other parts of the Empire, the danger of a great war becomes daily less and less likely, and the more pleasing prospect of the British Empire, making for universal peace and becoming more and more solidified and less amenable to envious attacks, becomes more and more apparent. With this in view, all Britons will hope for the happiest of consummations, the important visit of Canada's Premier and his colleagues to London.

Canada's Premier, the Hon. Mr. BORDEN, accompanied by the Hon. Mr. HAZEN, Minister of Marine, and other of his distinguished Ministerial colleagues are, as all who take an interest in the Empire know, at present in London, conferring with His Majesty's principal advisers with reference to the defence of the Empire, particularly in relation to Canada's share of that defence. In this connection it is interesting to note what one of Canada's leading newspapers stated previously to the departure of Mr. BORDEN and his colleagues. The "Toronto News" stated:— "Germany has long counted on Canada holding aloof, and on her example leading other over-sea Dominions to do likewise. Now is the time to show the world that this is a pure delusion. "If Canada now lends the way in a big way, the War Lords of Germany may see that they cannot build battle ships against five prosperous British nations growing every day more powerful. By doing the right thing now the Ottawa Government may actually check Germany in her mad ambition. "An emergency contribution of two Dreadnoughts this year would have a powerful moral influence in Europe, especially when followed by the early working out of a permanent defence policy in league with the Imperial authorities. "There is also a growing impression in the Dominion, according to an Ottawa correspondent, that the report that the Canadian Ministers may offer to undertake the upkeep of two Dreadnoughts and auxiliary vessels in the Atlantic and the Pacific and to construct large docks is based on more than mere rumour. This plan will, it is said, at least constitute one of the emphatic proposals to be made to the Admiralty. "The Premier, Mr. BORDEN, through his advocate, Sir John Dill, has

has always contended that Canada should, if she makes a large contribution, share in the councils of the Empire.

That this will be readily granted we do not doubt. Great Britain will not draw lessons from the history of the past to commit fresh folly in the future. The tremendous cost of the rupture with our American Colonies over the question of taxation and representation has not and never will be forgotten, and no matter what party be in power, the question of representation is a settled one. In these days, especially, when all who look to the future glory of the Empire, to its further solidity and its growing power for the good of the world, also look to all the separate parts of the Empire, not only working out their own destiny according to their needs and in the best way for their development, but also look to them taking an active interest in and being a powerful link, not in name only, but in reality, of the British Empire. That Canada realises this as much, if not more, than any of the other great Overseas Dominions and our great Colonies, has been abundantly shown from the time of Lord Durham's famous Report to the present day. On more than one occasion, Canada has shown that the feeling with which she regards her connection with the Mother Country is no superficial one, but that it rests upon a combination of sentiment and interest which is indissoluble. To many people such statements may seem to be superfluous after the many evidences of intense loyalty Canada has shown. That they are unnecessary, so far as all who know the real feeling in Canada and at home is certain; but the statements one learns from time to time regarding the hopes and ambitions of other countries make it necessary to emphasise the true relation of the great north American country in her relationship to the British Empire. Never before was Canada's desire greater in taking up her share in the solidifying of the Empire, and that she intends to be no mere figurehead, so to speak, in the great task which lies before our statesmen is evident from Mr. Borden's remarks at the Colonial Banquet the other day. With the hearty co-operation and the necessary assistance now being extended by Canada, by Australia, New Zealand and other parts of the Empire, the danger of a great war becomes daily less and less likely, and the more pleasing prospect of the British Empire, making for universal peace and becoming more and more solidified and less amenable to envious attacks, becomes more and more apparent. With this in view, all Britons will hope for the happiest of consummations, the important visit of Canada's Premier and his colleagues to London.

Canada's Premier, the Hon. Mr. BORDEN, accompanied by the Hon. Mr. HAZEN, Minister of Marine, and other of his distinguished Ministerial colleagues are, as all who take an interest in the Empire know, at present in London, conferring with His Majesty's principal advisers with reference to the defence of the Empire, particularly in relation to Canada's share of that defence. In this connection it is interesting to note what one of Canada's leading newspapers stated previously to the departure of Mr. BORDEN and his colleagues. The "Toronto News" stated:— "Germany has long counted on Canada holding aloof, and on her example leading other over-sea Dominions to do likewise. Now is the time to show the world that this is a pure delusion. "If Canada now lends the way in a big way, the War Lords of Germany may see that they cannot build battle ships against five prosperous British nations growing every day more powerful. By doing the right thing now the Ottawa Government may actually check Germany in her mad ambition. "An emergency contribution of two Dreadnoughts this year would have a powerful moral influence in Europe, especially when followed by the early working out of a permanent defence policy in league with the Imperial authorities. "There is also a growing impression in the Dominion, according to an Ottawa correspondent, that the report that the Canadian Ministers may offer to undertake the upkeep of two Dreadnoughts and auxiliary vessels in the Atlantic and the Pacific and to construct large docks is based on more than mere rumour. This plan will, it is said, at least constitute one of the emphatic proposals to be made to the Admiralty. "The Premier, Mr. BORDEN, through his advocate, Sir John Dill, has

has always contended that Canada should, if she makes a large contribution, share in the councils of the Empire.

That this will be readily granted we do not doubt. Great Britain will not draw lessons from the history of the past to commit fresh folly in the future. The tremendous cost of the rupture with our American Colonies over the question of taxation and representation has not and never will be forgotten, and no matter what party be in power, the question of representation is a settled one. In these days, especially, when all who look to the future glory of the Empire, to its further solidity and its growing power for the good of the world, also look to all the separate parts of the Empire, not only working out their own destiny according to their needs and in the best way for their development, but also look to them taking an active interest in and being a powerful link, not in name only, but in reality, of the British Empire. That Canada realises this as much, if not more, than any of the other great Overseas Dominions and our great Colonies, has been abundantly shown from the time of Lord Durham's famous Report to the present day. On more than one occasion, Canada has shown that the feeling with which she regards her connection with the Mother Country is no superficial one, but that it rests upon a combination of sentiment and interest which is indissoluble. To many people such statements may seem to be superfluous after the many evidences of intense loyalty Canada has shown. That they are unnecessary, so far as all who know the real feeling in Canada and at home is certain; but the statements one learns from time to time regarding the hopes and ambitions of other countries make it necessary to emphasise the true relation of the great north American country in her relationship to the British Empire. Never before was Canada's desire greater in taking up her share in the solidifying of the Empire, and that she intends to be no mere figurehead, so to speak, in the great task which lies before our statesmen is evident from Mr. Borden's remarks at the Colonial Banquet the other day. With the hearty co-operation and the necessary assistance now being extended by Canada, by Australia, New Zealand and other parts of the Empire, the danger of a great war becomes daily less and less likely, and the more pleasing prospect of the British Empire, making for universal peace and becoming more and more solidified and less amenable to envious attacks, becomes more and more apparent. With this in view, all Britons will hope for the happiest of consummations, the important visit of Canada's Premier and his colleagues to London.

Canada's Premier, the Hon. Mr. BORDEN, accompanied by the Hon. Mr. HAZEN, Minister of Marine, and other of his distinguished Ministerial colleagues are, as all who take an interest in the Empire know, at present in London, conferring with His Majesty's principal advisers with reference to the defence of the Empire, particularly in relation to Canada's share of that defence. In this connection it is interesting to note what one of Canada's leading newspapers stated previously to the departure of Mr. BORDEN and his colleagues. The "Toronto News" stated:— "Germany has long counted on Canada holding aloof, and on her example leading other over-sea Dominions to do likewise. Now is the time to show the world that this is a pure delusion. "If Canada now lends the way in a big way, the War Lords of Germany may see that they cannot build battle ships against five prosperous British nations growing every day more powerful. By doing the right thing now the Ottawa Government may actually check Germany in her mad ambition. "An emergency contribution of two Dreadnoughts this year would have a powerful moral influence in Europe, especially when followed by the early working out of a permanent defence policy in league with the Imperial authorities. "There is also a growing impression in the Dominion, according to an Ottawa correspondent, that the report that the Canadian Ministers may offer to undertake the upkeep of two Dreadnoughts and auxiliary vessels in the Atlantic and the Pacific and to construct large docks is based on more than mere rumour. This plan will, it is said, at least constitute one of the emphatic proposals to be made to the Admiralty. "The Premier, Mr. BORDEN, through his advocate, Sir John Dill, has

has always contended that Canada should, if she makes a large contribution, share in the councils of the Empire.

That this will be readily granted we do not doubt. Great Britain will not draw lessons from the history of the past to commit fresh folly in the future. The tremendous cost of the rupture with our American Colonies over the question of taxation and representation has not and never will be forgotten, and no matter what party be in power, the question of representation is a settled one. In these days, especially, when all who look to the future glory of the Empire, to its further solidity and its growing power for the good of the world, also look to all the separate parts of the Empire, not only working out their own destiny according to their needs and in the best way for their development, but also look to them taking an active interest in and being a powerful link, not in name only, but in reality, of the British Empire. That Canada realises this as much, if not more, than any of the other great Overseas Dominions and our great Colonies, has been abundantly shown from the time of Lord Durham's famous Report to the present day. On more than one occasion, Canada has shown that the feeling with which she regards her connection with the Mother Country is no superficial one, but that it rests upon a combination of sentiment and interest which is indissoluble. To many people such statements may seem to be superfluous after the many evidences of intense loyalty Canada has shown. That they are unnecessary, so far as all who know the real feeling in Canada and at home is certain; but the statements one learns from time to time regarding the hopes and ambitions of other countries make it necessary to emphasise the true relation of the great north American country in her relationship to the British Empire. Never before was Canada's desire greater in taking up her share in the solidifying of the Empire, and that she intends to be no mere figurehead, so to speak, in the great task which lies before our statesmen is evident from Mr. Borden's remarks at the Colonial Banquet the other day. With the hearty co-operation and the necessary assistance now being extended by Canada, by Australia, New Zealand and other parts of the Empire, the danger of a great war becomes daily less and less likely, and the more pleasing prospect of the British Empire, making for universal peace and becoming more and more solidified and less amenable to envious attacks, becomes more and more apparent. With this in view, all Britons will hope for the happiest of consummations, the important visit of Canada's Premier and his colleagues to London.

Canada's Premier, the Hon. Mr. BORDEN, accompanied by the Hon. Mr. HAZEN, Minister of Marine, and other of his distinguished Ministerial colleagues are, as all who take an interest in the Empire know, at present in London, conferring with His Majesty's principal advisers with reference to the defence of the Empire, particularly in relation to Canada's share of that defence. In this connection it is interesting to note what one of Canada's leading newspapers stated previously to the departure of Mr. BORDEN and his colleagues. The "Toronto News" stated:— "Germany has long counted on Canada holding aloof, and on her example leading other over-sea Dominions to do likewise. Now is the time to show the world that this is a pure delusion. "If Canada now lends the way in a big way, the War Lords of Germany may see that they cannot build battle ships against five prosperous British nations growing every day more powerful. By doing the right thing now the Ottawa Government may actually check Germany in her mad ambition. "An emergency contribution of two Dreadnoughts this year would have a powerful moral influence in Europe, especially when followed by the early working out of a permanent defence policy in league with the Imperial authorities. "There is also a growing impression in the Dominion, according to an Ottawa correspondent, that the report that the Canadian Ministers may offer to undertake the upkeep of two Dreadnoughts and auxiliary vessels in the Atlantic and the Pacific and to construct large docks is based on more than mere rumour. This plan will, it is said, at least constitute one of the emphatic proposals to be made to the Admiralty. "The Premier, Mr. BORDEN, through his advocate, Sir John Dill, has

has always contended that Canada should, if she makes a large contribution, share in the councils of the Empire.

That this will be readily granted we do not doubt. Great Britain will not draw lessons from the history of the past to commit fresh folly in the future. The tremendous cost of the rupture with our American Colonies over the question of taxation and representation has not and never will be forgotten, and no matter what party be in power, the question of representation is a settled one. In these days, especially, when all who look to the future glory of the Empire, to its further solidity and its growing power for the good of the world, also look to all the separate parts of the Empire, not only working out their own destiny according to their needs and in the best way for their development, but also look to them taking an active interest in and being a powerful link, not in name only, but in reality, of the British Empire. That Canada realises this as much, if not more, than any of the other great Overseas Dominions and our great Colonies, has been abundantly shown from the time of Lord Durham's famous Report to the present day. On more than one occasion, Canada has shown that the feeling with which she regards her connection with the Mother Country is no superficial one, but that it rests upon a combination of sentiment and interest which is indissoluble. To many people such statements may seem to be superfluous after the many evidences of intense loyalty Canada has shown. That they are unnecessary, so far as all who know the real feeling in Canada and at home is certain; but the statements one learns from time to time regarding the hopes and ambitions of other countries make it necessary to emphasise the true relation of the great north American country in her relationship to the British Empire. Never before was Canada's desire greater in taking up her share in the solidifying of the Empire, and that she intends to be no mere figurehead, so to speak, in the great task which lies before our statesmen is evident from Mr. Borden's remarks at the Colonial Banquet the other day. With the hearty co-operation and the necessary assistance now being extended by Canada, by Australia, New Zealand and other parts of the Empire, the danger of a great war becomes daily less and less likely, and the more pleasing prospect of the British Empire, making for universal peace and becoming more and more solidified and less amenable to envious attacks, becomes more and more apparent. With this in view, all Britons will hope for the happiest of consummations, the important visit of Canada's Premier and his colleagues to London.

NEWS OF THE DAY

The band of the s.s. Manchuria is announced to play at the Belle View Hotel to-night from 11.30 p.m.

The dead body of a Chinese lad was found in the Harbour yesterday. Death appears to be due to drowning.

To-morrow at noon, Messrs Hughes and Hough are selling by auction two Gordon setter pups, a French poodle, and other dogs.

The s.s. Murex arrived yesterday with a consignment of 4,200 tons of liquid fuel for the Navy from Tarakan, Borneo.

The s.s. Kaifong arrived this morning from Manila with a further batch of 210 Filipino Emigrants to be transhipped to the Manchuria for transportation to Honolulu.

The s.s. Marapi, from Java ports and Singapore, arrived this morning flying the Q flag. On inspection by the Health Officer she was declared to have small pox on board and was sent to the Quarantine Anchorage for disinfection.

We understand that Commodore Eyres will leave Hongkong to-morrow by the Empress of Japan. He will be accompanied by his daughter, Mr. and Mrs. C. Clement, who are going home on a ten months holiday, are travelling by the same steamer.

Major I. B. Watson has been appointed Commandant of the 26th Punjab, with the rank of Lieutenant Colonel, with effect from 9th May, 1912. He received his first commission in the Cheshire Regiment on 25th August, 1881, and was appointed to the Indian Army on 17th October, 1887.

The s.s. Johanna, which arrived in port on Wednesday from Haiphong and Hainan, was this morning sent to the Quarantine Anchorage—a case of plague having developed on board. The steamer will probably be released to-morrow after disinfection and fumigation has taken place.

Notice is given that on and after 1st August, the exhibition of the Red and Green Light marking Collinson Reach Barrier (Junk Passage) Canton District, will be discontinued. On August 1, the Light-keeper's hut, painted white, situated on the Southern end of the middle section of Collinson Reach Barrier, will be removed.

TWO ADVOCATES

There was a peculiar incident in the Summary Court this morning. Days were being fixed for the hearing of cases, and when a certain one was called two solicitors rose simultaneously and informed the Puisse Judge that they appeared for the two defendants. Mr. Harris said that he had the two writs in his possession. "And the law," he added, "is nice points of law."

Mr. Lewis said he was only instructed that morning. His Lordship suggested that the solicitors should settle the matter between them. No day was fixed for the hearing.

A SOLICITOR SUED.

\$1,000 Claim. Before the Puisse Judge in the Summary Court this morning a case came down for hearing was mentioned in which Emma S. Hamilton, sued H. W. Looker for \$1,000. Mr. H. W. Looker, solicitor, said he appeared to defend himself, and asked for the case to be heard next Wednesday.

Mr. Looker said he was very anxious that the case should be heard as soon as possible and he was quite willing to give all such particulars as appeared in the statement of defence. Mr. Harris said he would prefer that a date was not fixed until he was able to take instructions as to whether his client wished to have a jury.

Mr. Looker pressed for an early date to be fixed. He said he had three weeks in which to bring the case, but did not make up his mind till last Monday. He said that now the case had been brought plaintiff should be ready to go on with it.

Mr. Harris said his friend might be able to explain why it had not been brought earlier. He had some correspondence which had passed between him and Messrs. Wilkinson on this case. He was not going to say more.

Mr. Looker said plaintiff had been in a position to bring the case for a week or ten days before she did.

His Lordship told Mr. Harris that if he made up his mind by Monday that he wanted a jury he could apply for Chambers orders.

Mr. Harris said he wished to be understood that his friend should not introduce matters at the trial which were outside the particulars of defence.

Mr. Looker said that plaintiff's statement of defence was not a statement of defence, but a statement of facts.

His Lordship said that plaintiff's statement of defence was not a statement of defence, but a statement of facts.

His Lordship said that plaintiff's statement of defence was not a statement of defence, but a statement of facts.

THE HONGKONG NAVAL COMMAND.

Commodore Anstruther assumes Office.

Commodore Robert H. Anstruther, C.M.G., to-day hailed his broad pennant on H.M.S. Yama, and assumed command. Commodore Anstruther also takes charge of H.M. Naval Establishments at Hongkong, in succession to Commodore Crosswell T. Eyres.

HOW A DYNAMITE WAS CAUGHT.

A Close Race.

A case, which reflects much credit upon the Water Police, came to light to-day.

It appears that shortly before eight o'clock last night, a Chinese sub-contractor visited the Water Police Station at

BY TELEGRAPH.

GREAT BRITAIN AND THE MEDITERRANEAN.

SIR EDWARD GREY ON THE SITUATION.

Foreign Policy Unchanged.

(Reuter's Service to the China Mail.)
London, July 11.

Sir Edward Grey, Secretary of State for Foreign Affairs, speaking in the House of Commons on the Foreign Office Vote, and referring to the situation in the Mediterranean, pointed out the necessity of having a sufficient margin of strength in home waters, and not relying on foreign policy alone to protect the United Kingdom. It was not necessary for Great Britain to keep a force in the Mediterranean able to hold her own at any moment against all other Powers, but though there was no prospect of any quarrel in the Mediterranean, if we abandoned it altogether there would be a tendency for us to slip out of account and the diplomatic situation might become strained. We ought to keep a sufficient naval force in the Mediterranean available for use at any moment to enable us to be counted as one of the Mediterranean naval Powers. In view of the coming debate on the subject he would not say more.

FRIENDSHIP WITH FRANCE AND RUSSIA.

Our foreign policy, he added, remained unchanged. The starting point of any new development in foreign policy in Europe was the maintenance of our friendship with France and Russia. He welcomed the meeting of the Kaiser and the Tsar.

RELATIONS WITH GERMANY EXCELLENT.

Our relations with Germany were excellent. We had been perfectly frank with each other on all questions of mutual interest, and he believed that when questions came up for discussion, as, for instance, the respective interests of the Powers in Africa or in the Baghdad railway, both were convinced that their mutual interests would be reconciled.

MR. BONAR LAW AND THE MEDITERRANEAN.

Mr. Bonar Law, the leader of the Opposition, criticised Sir Edward Grey's attitude with regard to the Mediterranean naval policy, maintaining that the British naval force should be strong enough to overcome any possible combination.

FAVOURABLE IMPRESSION PRODUCED AT BERLIN.

Sir Edward Grey's speech has produced an entirely favourable impression at Berlin. It is pointed out in official circles that the assurance is given that there is not a single question between the two countries; and that the relations are excellent co-incides with the German view, which fully recognizes that the friendship of France and Russia is the starting point of British policy. There is no disposition on the part of Germany to object to Bahr being the terminus of the Baghdad Railway.

LONDON STRIKE FIGHTS.

THIRTEEN INJURED AND REMOVED TO HOSPITAL.

(Reuter's Service to the China Mail.)
London, July 11.
Altogether thirteen were injured as a result of the fighting at the Surrey Commercial Dock, and were removed to hospital. They were mostly cut and bruised. None were shot, though revolvers were undoubtedly fired.
One arrest has been made.

ANOTHER AFFRAY.

Two Workmen Seriously Injured.

Another affray occurred at the Surrey Commercial Dock.
The workers appear to be desperate and furious.
Two workmen were seriously injured.

THE SHAKO TO BE REVIVED.

(Reuter's Service to the China Mail.)
London, July 11.
The Morning Post has learned that the War Office has decided to revive the shako, helmet and rifle the shako.

BY TELEGRAPH.

RESULT OF THE FOURTH TEST MATCH.

(Reuter's Service to the China Mail.)
London, July 11.

England defeated the South Africans by 174 runs.

TURKISH POLITICS.

NEW MINISTER FOR WAR.

(Reuter's Service to the China Mail.)
London, July 11.

Nazim Pasha has been offered the portfolio of the Ministry for War.

THE KING AND THE TEST MATCHES.

(Reuter's Service to the China Mail.)
London, July 11.

It is probable that the King will attend the test match at Lords between the Australians and South Africans.

LADIES' GOLF CHAMPIONSHIP.

ENGLISHWOMAN WINS CHAMPIONSHIP OF FRANCE.

(Reuter's Service to the China Mail.)
London, July 11.

Miss Cecilia Leitch has won the Ladies' Golf Championship of France on the Tonquetlinks, defeating Gladys Ravenscroft by 6 up and 5 to play.

LAWN TENNIS AT FOLKESTONE.

THE DAVIS CUP PRELIMINARIES.

(Reuter's Service to the China Mail.)
London, July 11.

In the Anglo-French preliminary matches for the Davis Cup at Folkestone, Dixon, England, beat Duc, France, 6-3, 6-2, 6-4, and Guber, France, beat Gore, England, 6-4, 6-3, 6-3.

SHOOTING AT BISLEY.

THE MCKINNON CUP COMPETITION.

(Reuter's Service to the China Mail.)
London, July 11.

Shooting at Bisley for the McKinnon Cup, England scored 1583; Scotland 1556; South Africa 1554; Ireland 1541; Canada 1535; India 1496, and Guernsey 1435.

THE MAWSON ANARCTIC EXPEDITION.

(Reuter's Service to the China Mail.)
London, July 11.

A Wellington telegram reports that Mawson's Antarctic ship Aurora has arrived at Port Chalmers and reports having left all the expedition in good health.

THE SWEDISH OLYMPIAD.

RESULTS OF SWIMMING EVENTS.

(Reuter's Service to the China Mail.)
London, July 11.

The 1,500 metres swimming race was won in free style by Hodgson of Canada in 22mins. 1sec., which is a record; Hatfield (Great Britain) was second, 22mins. 39secs.; and Hardwick (Australia) third, 23mins. 15 4-10secs.

In the hundred metres race, breast stroke only, Germans were placed.

In the 100 metres swimming free style Kahanamaku, of America, finished in 1min. 3 2-10secs., Healy, of Australia, being second in 1min. 14 4-10secs.

In the 200 metres, Craig, Lippincott, and Applegarth, all of Great Britain, were first, second and third. The time was 21 7-10.

THE KING AND QUEEN.

TOURING INDUSTRIAL ENGLAND.

(Reuter's Service to the China Mail.)
London, July 11.

Their Majesties, the King and Queen, have been on a tour through the industrial districts of the West Riding of Yorkshire, visiting the glass-blowing, iron-working, fuel and woolen works.

BY TELEGRAPH.

THE "PERSIA" ASHORE.

PASSENGERS TAKEN OFF IN TUGS.

(Reuter's Service to the China Mail.)
London, July 11.

The P. and O. liner Persia went ashore at 11 a.m. this morning, 20 miles off Marseilles.

The passengers were taken off in tugs which had been sent to the rescue. The liner is not leaking at all and there is no danger. Salvage steamers are lightening her.

CANADA AND THE EMPIRE.

MEETING OF THE IMPERIAL DEFENCE COMMITTEE.

(Reuter's Service to the China Mail.)
London, July 11.

Mr Asquith presided at a meeting of the Imperial Defence Committee. The Hon. Mr. Borden, the Premier of Canada and other four distinguished Canadian statesmen were present, as were also Viscount Haldane, Mr. Lloyd George, Mr. Churchill and other Ministers. The naval and military members also attended.

ABUNDANT RAIN OVER NORTHERN INDIA.

(Reuter's Service to the China Mail.)
London, July 11.

Reuter's correspondent at Simla telegraphs that abundant rain has fallen over nearly the whole of Northern India, and has relieved the feeling of acute anxiety.

TURCO-ITALIAN WAR.

PROSPECTS OF AN EARLY SETTLEMENT.

(Reuter's Service to the China Mail.)
London, July 11.

Reuter's Constantinople correspondent telegraphs that it is learned on reliable authority that there are good prospects for an early settlement of the war. The departure of Said Maset Pasha, the President of the Council of State, who ostensibly proceeded to Vienna, is connected with the possibility of a direct understanding between the belligerents.

FRENCH ELECTORAL REFORM.

(Reuter's Service to the China Mail.)
London, July 11.

Reuter's correspondent at Paris telegraphs that the Chamber of Deputies, by 339 votes to 217, adopted the Government Bill for electoral reform based upon proportional representation. The Radicals strenuously opposed the measure, and hooted M. Poincare after the division.

DUKE OF CONNAUGHT AT WINNIPEG.

(Reuter's Service to the China Mail.)
London, July 11.

The Duke of Connaught, Governor-General of Canada, in replying to an address of welcome, said the only parallel to the warmth of the reception given to him at Winnipeg was his reception in Johannesburg. His Royal Highness mentioned that King Edward selected him as Governor-General of Canada.

POLICE COURT ITEMS.

The following cases were heard to-day at the Magistrate's Court.

WATCH SNATCHING.
A Chinese coolie was charged with the theft of a watch and \$1.40 in money from another Chinese who was walking in Yik Lane. It appeared that he was one of a gang of men against whom complaints have been made.

Complainant in this case pursued defendant and managed to hold him until the policeman. The police searched him, but were unable to find any trace of a watch or money.

It was alleged by complainant that defendant in the course of the fight, handed the watch and money to a confederate. Defendant was sentenced to six months' hard labour.

Three men were charged with carrying on obstruction, one was cautioned, another fined \$2, and the third \$3.
Four selling fowls in a shop which lay outside the market, a man was fined \$2.

SECOND EDITION.

Stop Press News.

BY TELEGRAPH.

ELIZABETHAN TOURNEY IN LONDON.

(Reuter's Service to the China Mail.)
London, July 11.

A brilliant revival of the Elizabethan tourney took place yesterday evening at Earl's Court in support of the Shakespeare Memorial Theatre fund. All society participated. The Earl of Lonsdale was Knight Marshal, and Viscountess Curzon, Queen of Beauty. Lord Ashby St. Legers and the Duke of Marlborough were the finalists in the tilting competition.

THE ASHBURTON SHOOTING SHIELD.

A WIN FOR RUGBY.

(Reuter's Service to the China Mail.)
London, July 12.

Rugby School has won the Ashburton Shooting Shield.

AMERICAN SHIPS AND PANAMA CANAL.

FORMAL NOTE FROM GREAT BRITAIN.

(Reuter's Service to the China Mail.)
London, July 12.

Reuter's Washington correspondent states that Mr. Knox, Secretary of State, has received a formal Note from Great Britain on the subject of the proposed free passage of American ships through the Panama Canal. It is believed that the Note requests Congress to defer action regarding the Bill pending the arrival of a detailed protest by mail.

THE DESTITUTION IN LONDON.

PORT OF LONDON AUTHORITY'S ATTITUDE.

(Reuter's Service to the China Mail.)
London, July 12.

Lord Devonport, Chairman of the Port of London Authority, in a letter, states that 17,703 men were working at the London Docks on July 11. As the wages paid by the Port of London Authority exposed the disbursements before the strike, it was useless for the strike leaders to declare that the strike, which was practically dead, was the cause of the present destitution. The destitution was due to the fact that the men had, without cause, left good wages and fair terms at the bidding of the strike leaders, and had been supplanted. The Port of London Authority refused to entertain the suggestion of the Bishops, and others to meet the men's leaders with reference to the prevailing destitution.

AN "OLYMPIC" WALK.

THE 10,000 METRES' RESULT.

(Reuter's Service to the China Mail.)
London, July 12.

The final of the 10,000 metres walk was won by Goulding, Canada, in 46 23.2/5; Webb, Great Britain, was second in 46 50.2/5; and Altomari, Italy, third in 47 37.3/5.

SPORTING.

Lawn Bowls League.

To-morrow's fixtures in the Lawn Bowls League include the following matches: Police v. Civil Service, on Civil Service Ground.

Kawloon v. Tai Koo at Kwunloon.

Police Sgt. Stuart, best Inspector Whitbaker in the final for the D.C.L. Cup yesterday.

Tennis.

TWO COMPETITION AT THE WIGWAM.

At the Wigwam Tennis Club to-morrow afternoon: a Men's Doubles American Tournament for spoons, will be held. Post entries—fifty cents per man—handicap. Teams will be picked by two captains, and the winning team will be presented with spoons. Each pair will have to play all the pairs of the opposing team eleven games.

Play will start at half-past four, so intending participants should arrive at the Club not later than that time. Tea will be dispensed on the lawn.

A certain dog is well known in Hongkong for its vagaries. One of its latest performances for its master is to carry in his mouth, so a shop some distance away from his home, a piece of paper giving an order for cigars of cigarettes and money to pay for them. The dog goes unaccompanied, and upon arrival at the shop places his fore legs upon the counter, thereby presenting the order to the manager. The manager, who is a Chinese, gives the dog the cigars and cigarettes, which are, of course, of no value. The dog then returns home with the money in its mouth.

Lane.

Crawford & Co.

(TELEPHONE No. 97).

FURNISHING DEPT.

JUST RECEIVED

NEW

CRETONNES

SUITABLE FOR

CURTAINS

AND

LOOSE COVERS.

THE LATEST

ARTISTIC

PRODUCTIONS.

LADIES' DEPT.

LATEST

SHAPES

IN

SHOES

FROM \$6.50 PER PAIR

Black and White

Silk and Lisle

HOSE.

LANE, CRAWFORD & CO.

THE CHIEF OFFICER'S DIARY.

(By Fergus in "Shipping & Engineering.")
Saturday, June 6.

Arrived at Shanghai 6 a.m. Have been on deck since midnight and standing by since Wookong. Bathed, shaved and dressed in full regalia before breakfast and settled down in my room to write up two days' log before taking books to office.

No sooner commenced than newspaper man poked his head inside and ejaculated, "Wanchow leapt!" Telling him firmly but politely to get it from the second officer, I started again, when another face appeared, the cookman's, "Wanchow putte ninty tons coal on deck, mister chief officer. What side you wanchow?" Telling him rather more forcibly than politely to put it in an unobtrusive place I resumed my writing. "Enter whammer with diablot grin on his face. 'You are going to Haukow this afternoon at 3.00 p.m.' He is jumping in my throat and took the letters that he had brought. No sooner had I distributed these and commenced on the log again, than another grin appeared. "Wanchow socks sew-sew," it said. "No! I yelled, 'go away' and the third blue fell softly on the log book. Counted ten and got going again, when another face appeared in the doorway. "Shoes make men, proper Englishly to shoes." "Glad to hear of a gen," I said, and he went. Remembered that I was a Christian and dealing with poor heathen pagans. It was a while and soda to soothe my troubled spirit. This trivial scene probably saved a human life, for no sooner had I put the glass back in the rack than a quartermaster came along. "Please mister chief officer, my wanchow stop back this time. Make me tea." With a heartiest wish that he and his whole family would do likewise and end up in a place where even Chocho water would be acceptable, I got up, locked my door from the inside, and despite the stifling heat, finished my log, which for three days' work.

Gathering my books together I put on my coat and made a rush for the ferry. Mixed it by about two seconds and had for wait fifteen minutes, during which time I was interviewed by a dozen quartermasters, three bosuns and two competent sailing jibs. "I am in the office and referred to the ship to find that the coal had been piled on top of all the boxes in the hold."

The ship, and a small ship, which was employed paying china tea to the crew, the cook, the steward and the engineer. The ship, and a small ship, which was employed paying china tea to the crew, the cook, the steward and the engineer.

The ship, and a small ship, which was employed paying china tea to the crew, the cook, the steward and the engineer. The ship, and a small ship, which was employed paying china tea to the crew, the cook, the steward and the engineer.

The ship, and a small ship, which was employed paying china tea to the crew, the cook, the steward and the engineer. The ship, and a small ship, which was employed paying china tea to the crew, the cook, the steward and the engineer.

The ship, and a small ship, which was employed paying china tea to the crew, the cook, the steward and the engineer. The ship, and a small ship, which was employed paying china tea to the crew, the cook, the steward and the engineer.

The ship, and a small ship, which was employed paying china tea to the crew, the cook, the steward and the engineer. The ship, and a small ship, which was employed paying china tea to the crew, the cook, the steward and the engineer.

The ship, and a small ship, which was employed paying china tea to the crew, the cook, the steward and the engineer. The ship, and a small ship, which was employed paying china tea to the crew, the cook, the steward and the engineer.

The ship, and a small ship, which was employed paying china tea to the crew, the cook, the steward and the engineer. The ship, and a small ship, which was employed paying china tea to the crew, the cook, the steward and the engineer.

The ship, and a small ship, which was employed paying china tea to the crew, the cook, the steward and the engineer. The ship, and a small ship, which was employed paying china tea to the crew, the cook, the steward and the engineer.

HONGKONG NEW

REGULAR SAILINGS VIA PORTS AND SUBS.

FOR NEW YORK

MIDDLEHAM CASTLE

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING TO SOUTH AFRICAN PORTS

INDO-CHINA STEAM NAVIGATION CO. LTD.

AND "AFRICAN LINE"

Proposed Sailings from Hongkong

Steamer from Hongkong

On or about

Disembarking at Ouagadougou with

on or about

For Freight and further particulars apply to

DODWELL & CO. LTD. Agents

UNDERWOOD TYPEWRITERS

THE BEST

AND MOST

DURABLE IN

THE MARKET

THE CHEAPEST

BECAUSE IT

LASTS THE

LONGEST

Inspection Invited.

DODWELL & Co., Ltd.

MACHINERY DEPARTMENT

OREGON PINE

LUMBER

LARGE STOCK OF ALL SIZES ON HAND.

UNION WATERBOAT CO., LD.

CONTRACTORS TO HIS MAJESTY'S NAVY.

The above Company supply Pure, Fresh Water at the Shortest Notice either for Deck or Engine Room use.

Orders for Supplies will be received at the Company's Office: QUEEN'S BUILDINGS, HONGKONG.

DODWELL & CO., LTD.

THE STANDARD LIFE ASSURANCE CO.

(ESTABLISHED 1895)

This old-established and world-renowned Company issues policies under all the best and modern methods of Life Assurance to meet varying circumstances.

For prospectus and full particulars apply to

DODWELL & CO., LTD. Agents

A ROYAL DRINK.

King George IV

Scotch Whisky

THE DISTILLERS COMPANY, LTD.

Gandee, Price & Co., Ltd.

Shipping

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	To SAIL	REMARKS
SHANGHAI	DELTA	About 18th July	Freight and Passage.
LONDON, via Suez Ports	DELTA	18th July	See Special Advertisement
LONDON & ANTWERP	DELTA	18th July	See Special Advertisement
POONA	DELTA	About 24th July	Freight only.
SHANGHAI, MOJI, KOBÉ AND YOKOHAMA	DELTA	About 24th July	Freight and Passage.

H. W. D. SHALLARD, Acting Superintendent.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.
VIA VANCOUVER
AND
THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
From Hongkong. 1912	From Quebec. 1912
EMPERESS OF JAPAN Sat., July 13.	EMPERESS OF IRELAND Fri., Aug. 9.
MONTEAGLE Sat., Aug. 3.	ALLAN LINE Fri., Aug. 30.
EMPERESS OF INDIA Sat., Aug. 24.	EMPERESS OF BRITAIN Fri., Sept. 20.

Steamships leave HONGKONG at 6 p.m.

FROM LIVERPOOL.	ARRIVE HONGKONG.
To QUEBEC AND RAIL TO VANCOUVER.	From YOKOHAMA VIA KOBÉ, NAGASAKI AND SHANGHAI.
EMPERESS OF IRELAND Fri., June 7.	EMPERESS OF JAPAN Thurs. July 4.
ALLAN LINE Fri., June 23.	MONTEAGLE Sat., July 27.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus. Each Trans-Pacific Express steamer is equipped with a Mail Express Cabin and a Cabin for the use of the Canadian Pacific Railway. The Empress of Japan and Empress of India are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, via Canada, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$27.10.
Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Port or from New York or Boston.
EXTRA THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Government. Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.
R. W. S. MONTEAGLE carries only "One Class" of Saloon Passengers (intermediate) the accommodation and commissariat being excellent in every way.
HONGKONG TO LONDON. Saloon on Intermediate Steamer "Monteagle" and 1st Class on Canadian and American Railways. 2nd Class on Atlantic.
Via Canadian Atlantic Port \$25.
Via New York \$45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATION.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.	TANGO MARU, Capt. K. Kawara, Tons 8000	(WEDNESDAY, 17th July, at Daylight.
VICTORIA, B.C. & SEAT. TLE, via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU & YOKOHAMA.	KAMO MARU, Capt. F.L. Sommer, Tons 9000	(WEDNESDAY, 31st July, at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	AWA MARU, Capt. Shimizu, Tons 7000	(TUESDAY, 16th July, at 4 p.m.
SHANGHAI, MOJI AND KOBÉ.	SADO MARU, Capt. Asakawa, Tons 7000	(TUESDAY, 30th July, at 4 p.m.
SHANGHAI, MOJI AND KOBÉ.	YAWATA MARU, Capt. T. Sekine, Tons 5000	(FRIDAY, 2nd Aug., at Noon.
KOBÉ & YOKOHAMA.	HIROSHIMA MARU, Capt. Hirano, Tons 4000	(MONDAY, 15th July.
BOMBAY, via SINGAPORE, AND COLOMBO.	KAWACHI MARU, Capt. Christensen, Tons 7000	(WEDNESDAY, 17th July.
NAGASAKI, KOBÉ AND YOKOHAMA.	MISHIMA MARU, Capt. A.E. Moses, Tons 9000	(WEDNESDAY, 17th July, at 5 p.m.
	HAMAKURA MARU, Capt. R. Soyeda, Tons 7000	(WEDNESDAY, 24th July.
	NIKKO MARU, Capt. M. Yagi, Tons 6000	(WEDNESDAY, 31st July, at Noon.

Equipped with new system of wireless telegraphy. Cargo only.

CALCUTTA LINE.

SINGAPORE, PENANG, SINGAPORE & CALCUTTA	TOTOMI MARU, Capt. Kawashima, Tons 4000	(SATURDAY, 13th July.
---	---	-----------------------

REDUCED SUMMER RATES BETWEEN
HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER 1912.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.	Yokohama Return.	Kobe Return.	Moji Return.	Yaguchi Return.
1st class \$135	\$122	\$108	\$95	
2nd class \$81	\$75	\$65	\$57	

With option of Rail between Steamer's calling ports in Japan.
For further information as to Freight, Sailings, etc., apply to Telephone Nos. 292 & 1241.

T. KUSUMOTO, Manager.

Shipping.

? Going Home ?

A Holiday at Home, and a way to get there that's a holiday.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascination of Niagara, San Francisco, Chicago and New York

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost:

is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but \$120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$43 to London (return ticket \$74) and to San Francisco \$25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service, on application.

Steamers:

Manchuria.....27,000 Tons	Starting July 16th, at 1 p.m.
Nile.....11,000 "	July 30th, at 1 p.m.
Mongolia.....27,000 "	Aug. 6th, at 1 p.m.
Persia.....9,000 "	Aug. 27th, at 1 p.m.
Korea.....18,000 "	Sept. 3rd, at 1 p.m.
Siberia.....18,000 "	Sept. 17th, at 1 p.m.
China.....12,000 "	Sept. 24th, at 1 p.m.
Manchuria.....27,000 "	Oct. 1st, at 1 p.m.

* Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).

Telephone No. 141.

Fred J. Halton, Agent.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers
CHIYO MARU, SHINYO MARU & TENYO MARU.
Speed 21 KNOTS. Displacement 21,000 Tons.
AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER.
Speed 18 KNOTS. Displacement 11,000 Tons.

STEAMER	CAPTAIN	DATE OF SAILING
Chiyo Maru	W. W. GERRER	Tuesday, 23rd July, at Noon.
NIPPON MARU	A. G. STEVENSON	TUESDAY, 13th AUGUST, at Noon.
TENYO MARU	E. BERT	TUESDAY, 20th AUGUST, at Noon.
SHINYO MARU	H. S. SMITH	TUESDAY, 10th SEPT., at Noon.

The S.S. CHIYO MARU will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu, on TUESDAY, the 23rd July, at Noon.

SOUTH AMERICA LINE.

In connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO, and the TERUANTEPEC NATIONAL RAILWAY AT SALINA CRUZ.
The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.
The Steamers—
BUYO MARU, HONGKONG MARU & KIYO MARU.
Fly between HONGKONG and CORONEL via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

STEAMER	TONS	DATE OF SAILING
Kiyo Maru		Tuesday, 6th Aug., at Noon
BUYO MARU		FRIDAY, 4th OCTOBER, at Noon.
HONGKONG MARU		TUESDAY, 3rd DECEMBER, at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.
SPECIAL FARES—to OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.
Through bookings to all important points and AROUND THE WORLD.
For full particulars as to Passage and Freight apply to S. MORIMOTO, Agent.
KING'S BUILDING (Opposite Blake Pier).

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES, via STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.
TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Marseilles, Havre & Bremen
S.S. GOLDENVEILA.....23rd July	S.S. SEGOVIA.....16th July
S.S. SURVIA.....2nd Aug.	For Rotterdam, B'way & Antwerp
S.S. PRESIA.....15th Aug.	S.S. BUKARJIA.....17th July
S.S. UJ.D. ANILERS.....22nd Aug.	For Havre, Bremen, Hamburg, & Antwerp
S.S. O.FERD. LARSEN.....11th Sept.	S.S. SAMBA.....22nd July
S.S. ARADIA.....14th Sept.	For Marseilles, Havre & Bremen
	S.S. SILENTIA.....7th Aug.
	For Havre, Rotterdam & B'way
	S.S. FUKUSHIYUJIAW.....13th Aug.

For further particulars apply to
HAMBURG-AMERIKA LINIE—Hongkong Office.

Shipping

ORINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, TSINGTAU, WEIHAWEI, CHIGPOO & TIENTSIN.	KURICHO	July 13, at 10 a.m.
SHANGHAI, PENANG, SINGAPORE, KOLKATA & HAIPHONG	S. TOKIYO	July 14, at 8 a.m.
MANILA, CEBU & ILOILO	KAIKONG	July 16, at 4 p.m.
MANILA	FOOCHOW	July 16, at 4 p.m.
SHANGHAI	CHINA	July 18, at 4 p.m.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COCKATON, CAIRNS, TOWNSVILLE, TANTIAN, BRISBANE, SYDNEY AND MELBOURNE.
AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Saloons. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.
MANILA LINE. Twin Screw Steamers "Tea" & "Taming." Saloon accommodation, amplitudes: Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of "Tea" & "Taming" is situated in deck, aft. Electric Fans fitted.
SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chusan, Lian, Chinghai)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Tangkoo and Northern China Ports.
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.
These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.
REDUCED FARES: Single \$45 Return \$75.
NEW SERVICE
SHANGHAI TO ANJUNG, direct sailings on alternate Wednesdays.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.
Telephone No. 34.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	NAMSANG	SATURDAY, July 13, at Noon.
MANILA	YUENSANG	SATURDAY, July 13, at 3 p.m.
KOBÉ	CHUSANG	SUNDAY, July 14, Daylight.
YOKOHAMA, KOBÉ AND MOJI	KUMSANG	MONDAY, July 15, at Noon.
CHINWANTAO	ONSANG	MONDAY, July 15, at 3 p.m.
TIENTSIN via TSINGTAU, CHEONGSHING	TUESDAY, July 16, at Noon.	
SHANGHAI	TAISHING	TUESDAY, July 16, at 4 p.m.
MANILA	LOONGSANG	SATURDAY, July 20, at 3 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).
The steamers Kumsang, Yamsang and Ohsang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Lamsang and Kumsang leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified Surgeon is also carried.
Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chioo, Tientsin, via Chinwanto.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.
General Managers.
Telephone No. 315.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. FAZILKA, 4152 tons, Captain CAMACK, will be despatched for YOKOHAMA & KOBÉ on the 13th July, at Noon. To be followed on the 22nd July by S.S. ITOLA, Capt. W. W. TUCKER, taking cargo and passengers at current rates.

WESTWARD

The S.S. TITIDA, 5251 tons, Capt. A. J. EVANS, will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 22nd July, at Noon, followed by the S.S. FULLATA, Capt. H. W. TAYLOR, on the 2nd August, at noon, taking cargo and passengers at current rates.
The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.
Agents.
Telephone No. 215.
Hongkong, February 9, 1912.

'SHIRE' LINE OF STEAMERS, LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	MONMOUTHSHIRE	about 13th July.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	CARMARTHENSIRE	about 20th July.
LONDON, ROTTERDAM AND ANTWERP	PENBROKESIRE	about 6th August.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	DEN OF GLAMIS	about 23rd August.
LONDON & ANTWERP	CARMARTHENSIRE	about 1st Sept.

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.
Does not carry passengers.
For Freight or Passage apply to
JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, February 15, 1912.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. DIUWARA, 5,378 tons, Capt. W. J. BAKER, left CALCUTTA on 3rd July, will be despatched for SHANGHAI, KOBÉ and MOJI on 24th July.
S.S. ARMATON, 4,450 tons, Capt. F. M. AUSTIN, will be despatched to KOBÉ and MOJI (YOKOHAMA if sufficient inducement offered) on 7th July.

WESTWARD.

S.S. GREGORY APCAR, 4,600 tons, Capt. J. E. DRAKE, will be despatched for SINGAPORE, PENANG and CALCUTTA on 21st July.
S.S. TORILLA, 4,679 tons, Capt. C. J. SWANSON, R.N.R., will be despatched as above on 31st July.
These steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or Passage, apply to
DAVID BASSOON & CO., LTD., AGENTS.
Hongkong, July 11, 1912.

"HONGKONG'S MUSICAL HISTORY"

BY H. L. O. GARRETT

Being a reprint of a series of articles that appeared in the CHINA MAIL.
Price 1/6.

Shipping

NORDDEUTSCHER LLOYD.

NOTICE

FOR KUDAT AND SANDAKAN.
Taking Cargo at Through Rates to TAWAU, LAHAD DATU, LABUAN, JOLO, MENADO & JESSERTON.
THE Steamship BORNEO, Captain F. Scharf, (leaving Friday, p.m.), will leave on SATURDAY, the 13th inst., at 10 a.m.
For Freight or Passage, apply to
NORDDEUTSCHER LLOYD, MESSAGERS & CO., General Agents.
Hongkong, July 10, 1912.

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY, V. SINGAPORE AND PENANG.

Taking Cargo at Through Rates to Port Said, Suez, Naples, Genoa, and Leghorn, also Venice and Trieste, all Mediterranean, Adriatic, Baltic, and the North Atlantic, and South American Ports up to Callao.

THE Steamship POLCEVERA, Captain AMELIA, will be despatched as above on SATURDAY, the 13th inst., at Noon.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co., Agents.
Hongkong, July 3, 1912.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DETINIA, Captain W. R. HARRIS, carrying His Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 20th July, 1912, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Madras 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.
Bulk and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo and the mail steamer proceeding direct to London, will be conveyed via Bombay by the s.s. Persia due in London on the 1st September, 1912.
Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
H. W. D. SHALLARD, Acting Superintendent.
Hongkong, July 6, 1912.

INDRA LINE, LIMITED.

FOR BOSTON & NEW YORK

THE Steamship INDRA, Captain W. E. KELWAY, will be despatched as above on 30th July.

This steamer has superior accommodation for a limited number of First-Class Passengers. Fare to Boston or New York \$25.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, June 25, 1912.

AMERICAN & MANCHURIAN LINE.

(BUCKLE STEAMSHIP LINE, Ltd.)

FOR BOSTON & NEW YORK

THE Steamship KANSAS, Captain R. L. LEECH, will be despatched from this Port on or about the 9th August, May.
For Freight and further particulars, apply to
THE BANK LINE, LTD., General Agents.
Hongkong, July 5, 1912.

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail

● 字 日 ●

THE LEADING CHINESE PAPER AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

per annum delivered to your door \$12.50 in advance.

For further particulars apply to
J. W. HARRISON, Manager.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES & LONDON,
TAKING PASSENGERS ALSO FOR
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
MOANAR	Aug. 20	MOLDAVIA 10000	Aug. 18	Aug. 24
DEVANHA	Aug. 20	MALWA 12500	Sept. 1	Sept. 7
DELTA	Aug. 17	MONSIEUR 10000	Sept. 15	Sept. 21
ARCADIA	Aug. 31	MEDINA 12500	Sept. 28	Oct. 4
ASSATE	Sept. 14	MAJDA 10000	Oct. 12	Oct. 18
DEVANHA	Sept. 28	MOULTAN 10000	Oct. 26	Nov. 1
INDIA	Oct. 12	MACEDONIA 10500	Nov. 9	Nov. 15
DELTA	Oct. 26	MOREA 11000	Nov. 23	Nov. 29

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved.
In Hongkong at the time of Booking.
FARES TO LONDON.
1st SALOON £71.10 SINGLE £108.14 RETURN.
2nd SALOON £48.8 2nd £72.12
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSFER) STEAMERS
WILL LEAVE FOR
LONDON.
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

Steamers	Leave Hongkong	Due London
NUBIA	September 4	October 19
BARDINIA	September 18	November 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and SEMARANG.
1st SALOON £55.0 SINGLE £82.10 RETURN.
2nd SALOON £35.10 2nd £57.4
For further particulars apply to
H. W. D. SHALLARD,
Acting Superintendent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For	Steamers	Captain	To Sail
SHANGHAI, KOBE AND YOKOHAMA	A. BEHIC	Lafont	about 15th July.
MARSEILLES, Via Ports	OCEANIE		16th July, at 1 p.m.

TRANSHIPMENT on the Co's Steamers at SINGAPORE, PENANG, COLOMBO, and SEMARANG for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpret meet passengers on their arrival in MARSEILLES.
For further particulars apply to
P. THOMAS, Agent,
QUEEN'S BUILDING.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED
SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION)

TRANS-PACIFIC SERVICE
Connecting at TACOMA with
THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)
Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg)	Leaves
VICTORIA, B.C. & TACOMA via Kelung, Nagasaki, Kobe, Yokohama & Yokohama	TACOMA MARU	3064	Thursday, 18th July, at 1 p.m.
VICTORIA, B.C. & TACOMA via Kelung, Shanghai, Moji, Kobe, Yokohama & Yokohama	PANAMA MARU	"	Tuesday, 23rd July, at 1 p.m.

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco, G. \$110.
The Co's newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Precious. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
TAMU via SWATOW & AMOY	DAIGO MARU	SUNDAY, 14th July, at Noon.
FOOCHOW, via SWATOW & AMOY	KAIJO MARU	WEDNESDAY, 17th July, at Noon.
AMOY, via SWATOW & SOGHU MARU	SOGHU MARU	WEDNESDAY, 24th July, at 10 a.m.

R.B. Kaijo Maru will arrive at and depart from Soon Yip Co's Wharf, (near the Harbour Office, P.Y. Central).
Fair speed, Superior passenger accommodation. Electric light throughout. First class cuisine.
For information of Freight, Passage, Sailing, etc., apply at the Co's local Branch Office at Seowit Street, No. 11, Queen's Buildings.
S. HIROI, Manager.

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, B.C., VANCOUVER, SEATTLE, and TACOMA.
via SHANGHAI & JAPAN PORTS.
Carrying Cargo on through Bills of Lading to all Overland Common Points.

Steamer	Sailing
LORD DERRY	7000 tons, August 15th.

To be followed by other steamers of the Company at regular intervals.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.
Special Parcel Express to American and Canadian Ports.
Will call at AMOY and KEALUNG if sufficient inducement offers.
For Rates or Freight or Passage apply to
THE BANK LINE, LIMITED,
LIVER BUILDING, PRINCE CENTRAL.
Telephone No. 720.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

From HONGKONG.	From COLOMBO.
20th July.	10th August.

For Rates and further information, apply to
THE BANK LINE, LIMITED,
(MANAGING AGENTS),
Hongkong, April 1, 1911.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
The Steamers of this Service provide Quickest transit from the Orient to the Argentine.
Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at Calcutta.
FROM HONGKONG connecting with Company's Steamer at CALCUTTA.
For Rates of Freight and further particulars apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

New Line of Steamers South African Ports, ORIENTAL AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.
PROPOSED SAILINGS.
S.S. DUNERIO, 3,000 tons, to be despatched second half of August.
And regularly thereafter.
For rates of Freight or regularly Passage apply to
THE BANK LINE, LIMITED,
Managing Agents.
Hongkong, August 22, 1911.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	Tons	To Sail
NAPLES, GENOA, ALGIERS, YORCK, GIBRALTAR, SOUTHAMPTON, TON, ANTWERP & HAMBURG	Capt. H. Rehm	(17,000)	WEDNESDAY, 24th July, at Noon.
SHANGHAI, TSINGTAU, LUTZOW, KOBE & YOKOHAMA	Capt. J. Bortfeldt	(17,300)	WEDNESDAY, 24th July, at Noon.
MANILA, YAP, MARONN, PRINZ WALDEMAR, SAMARANG, NEWGUINEA, MELBOURNE, SYDNEY & MELBOURNE	Capt. H. Bremer	(6,100)	SATURDAY, 12th July, at 9 a.m.
KOBE & YOKOHAMA	CORLENZ, Capt. L. Klogkist	(6,750)	WEDNESDAY, 24th July, at Noon.
KUDAT and SANDAKAN	BORNEO, Capt. F. Sembill		SATURDAY, 12th July, at 10 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletypes.
For further particulars apply to
Norddeutscher Lloyd.
MELOHRS & CO.,
General Agents, Hongkong & China.

PHILIPPINE STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
SUBI	4,000	S. A. Crovelly	Manila, Mangarin, Iloilo & Cebu	SATURDAY, July 20, at 4 p.m.
SAPIRO	4,000	M. O. Smith	Manila, Mangarin, Iloilo & Cebu	TUESDAY, July 23, at 4 p.m.

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

Shipping.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government).
MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.
S.S. KOEHLER, 9900 tons, will leave as above on July 19th, at 5 p.m.
Superior accommodation for 1st and 2nd Class and Steamer passengers. Cheap rates. Hongkong—Trieste Venice 250 1st class, 250 2nd class. No extra, no first, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

TO SHANGHAI.
S.S. BOHEMIA, 7800 tons, will leave as above on 4th August.
MONTHLY ORDINARY SERVICE,
S.S. VORWAERTS, 12,000 tons, will leave for YOKOHAMA & KOBE, via SHANGHAI about 31st July.
S.S. SILESIA, 13,000 tons, will leave for TRIESTE, FIUME and VENICE, via SINGAPORE, PENANG, COLOMBO, CALCUTTA, ADEN, SUEZ, PORT SAID, on 31st July.
These steamers are fitted with comfortable One class accommodation for Saloon passengers. Cheap rates. Hongkong—Trieste Venice £43 no extra, excellent cuisine, Doctor, Wireless Telegraphy.
ROUND THE WORLD TICKETS ARE ISSUED.
Cargo is taken at through rates to all ports in the Atlantic, the Levant and Black Sea, also to North and South America. For information apply to
SANDER, WIELER & CO., Agents,
PRINCE'S BUILDING.
Hongkong, January 3, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.
FOR SWATOW, AMOY & FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days).
STEAMSHIP CAPTAIN LEAVING
HAIKUN Capt. J. S. Roach TUESDAY, 18th July, at 11 a.m.
HAIKUN Capt. J. W. Evans FRIDAY, 19th July, at 11 a.m.
HAIKUN Capt. W. O. Passmore TUESDAY, 23rd July, at 11 a.m.

FOR SWATOW AND RETURN
(Occupying 3 Days)
HAIKUN Capt. J. W. Evans SUNDAY, 14th July, at 10 a.m.
During the months of June and July—Return Tickets available for three months will be issued at a reduction of 20% on the usual rate to FOOCHOW.
Steamers will arrive at, and depart from, the Company's Wharf near ELAKE PIET.
For Freight and Passage, apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA.
MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	July 4	July 23rd, at Noon.
EASTERN	July 26	Aug. 17th, at Noon.
ALBENHAM	Aug. 9	Aug. 31st, at Noon.
EMPIRE	Aug. 23	Sept. 14th, at Noon.

These above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.
For further particulars, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, November 2, 1908.

RUSSIAN VOLUNTEER FLEET.

PROJECTED SAILINGS FROM HONGKONG.
HOMEWARD. OUTWARD.
VIA SINGAPORE, PENANG, COLOMBO, JEDDAH, HODHRA, JEDDAH, PORT SAID, BELOUT, CONSTANTINOPLE, THYRACIA, BAROUK, ODessa.
VIA NIKOLAI, VLADIVOSTOK.
The S.S. "MOGHILEV", 6,200 R.T. Commander J. Stetsky, is expected in Hongkong at the end of the present month.
The S.S. "VLADIMIR", 6,200 R.T. Commander retired Rear-Admiral J. Stetsky, is expected in Hongkong at the end of the present month.

THE CHINA MAIL.

The exact date of arrival of these steamers will be published later on.
For freight and further particulars apply to
Capt. D. A. LUKHMANOFF,
AGENT.
HONG KONG, No. 12, 13 & 14, Third Floor.
Telephone 1294.
Hongkong, July 6, 1912.

NOTICES.

INDOCHINA STEAMSHIP COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship "KORANG" having arrived from the above Ports, Consignees of Cargo by bill are hereby notified that their goods will be delivered from aboard.
Cargo impeding the discharge or remaining on board after 4 p.m., the 15th inst. will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATTHEWSON & Co., Ltd., General Managers.
Hongkong, July 11, 1912.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.
NOTICE TO CONSIGNEES.
THE Steamship "PRINCESS ALICE" having arrived, Consignees of cargo are hereby informed that the Goods, and the exception of Oil, Tea, and other valuable, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whereas delivery may be obtained.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.
No claims will be admitted after the goods have been landed in the Godowns, and the goods remaining undelivered after the 17th of July will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 17th of July, at 3.30 p.m.
All claims must reach us before the 16th of July, 1912, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Underigned.
NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
General Agents.
Hongkong, July 11, 1912.

'MOGUL' LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
THE STEAMSHIP "ATHOLL".
FROM GLASGOW, LIVERPOOL AND STRAITS.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at the risk of the Consignees of the Wharf at Kowloon, and/or from the wharves delivery may be obtained.
Optional cargo will be landed here unless notice to the contrary be given before Noon to-morrow.
No claims will be admitted after the Goods have been landed in the Godowns, and the goods remaining undelivered after the 15th inst. will be subject to rent.
All claims against the steamer must be presented to the Underigned on or before the 8th prox., or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 15th inst. at 2.30 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.
Hongkong, July 8, 1912.

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
FROM SAN FRANCISCO, JAPAN PORTS & MANILA.
CONSIGNEES of CARGO per Steamship "MANCHURIA".
The above mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take delivery of Cargo from the Company's Godowns. Cargo will be landed immediately on arrival of steamer at Consignees' risk.
Cargo remaining undelivered SATURDAY, July 13th, 1912, at noon will be subject to storage and landing charges.
No Fire Insurance whatever will be effected.
All chafed and otherwise damaged cargo will be examined at the above Company's godown on THURSDAY, July 11th, 1912, at 10 a.m.
All Claims must be filed on or before August 2nd, 1912, otherwise they will not be recognized.
FRED J. HALLIN,
Agents.
Hongkong, July 6, 1912.

NOTICE.

HIGH-CLASS PRINTING.
AND
BOOK BINDING.

DOES AT
THE 'CHINA MAIL' OFFICE.

BOOKS & PAMPHLETS A SPECIALTY.
Prospectuses, Trade Circulars, Programmes, Manus, etc., etc.
Artistically Arranged and Carefully Printed.

Clear, Prompt and prompt delivery guaranteed.
You send us the copy, we do the rest.

THE CHINA MAIL.

Typhoon Guide.
PRICE 2s. 6d. per copy.

